TRAFFIC CONTROL FOR ONE LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY
(NO PORTABLE BARRIER RAIL SETUP)

TRAFFIC CONTROL FOR ONE LANE CLOSURE ON MULTI-LANE DIVIDED HIGHWAY
(SHOWING PORTABLE BARRIER RAIL SETUP)

Sign labels (top diagram): W20-1 (48"x48") RIGHT LANE CLOSED 1 MILE; TN-44 (78"x60") (OPTIONAL) WORKERS PRESENT WHEN FLASHING REDUCE SPEED $500 FINE MAX; W20-5R (48"x48") RIGHT LANE CLOSED 1/2 MILE; W20-5R (48"x48") RIGHT LANE CLOSED 1500 FT; W4-2R (48"x48"); ARROW BOARD (96"X48") SEE STD. DWG. T-WZ-FAB1; 8" TEMP SOLID WHITE LINE (ITEM NO. 712-09.02); EDGE OF PAVEMENT; EDGE OF SHOULDER; G20-2 (48"X24") END ROAD WORK

Dimensions (top): 1300', 2600', 1100', 500', 1000', L/3, 40', L, BUFFER SPACE ❖, 80'(TYP.), WORK SPACE, 80'(TYP.), 500'

Dimensions (bottom): 1300', 2600', 1100', 500', 1000', L/3, 40', L, BUFFER SPACE ❖, 80'(TYP.), 15:1 TAPER, 180' MIN., BARRIER RAIL DELINEATOR @ 20' (TYP.), 20', 40', 100' (OPTIONAL), WORK SPACE, 500'

(B) INTERCONNECTED PORTABLE BARRIER RAIL (SEE STD. DWG. NO. T-WZ-PBR/ T-WZ-PCB SERIES FOR DETAILS AND SPECIFICATIONS)

▲ FOR LEFT LANE CLOSURE USE SIGNS W20-5L AND W4-2L

❖ BUFFER SPACE
BASED ON PRE-CONSTRUCTION POSTED SPEED

SPEED	DISTANCE
45	360
50	425
55	495
60	570
65	645
70	730
75	820

COMPUTATION FOR DISTANCE L

L = W x S

L = TAPER LENGTH IN FEET
W = WIDTH OF OFFSET IN FEET
S = 10 MPH OVER EXISTING POSTED SPEED LIMIT

CHANNELIZATION DEVICE LEGEND

- FLEXIBLE DRUMS (ITEM NO. 712-04.01, PER EACH)
- FLASHING YELLOW ARROW BOARD (SEE STD. DWG. NO. T-WZ-FAB1, FOR DETAILS AND SPECIFICATIONS) (ITEM NO. 712-08.03, PER EACH)
- SIGN SUPPORT
- DIRECTION OF TRAFFIC
- WORK SPACE
- BARRIER RAIL DELINEATOR (ITEM NO. 712-04.50, PER EACH)
- ATTENUATOR SEE STD. DWG. S-CC-1 (ITEM NO. 712-02.60, PER EACH)

SPECIAL NOTES

LANE WIDTHS SHALL BE A MINIMUM OF 11FT WITH 2FT SHOULDER. WHEN ALIGNMENT IS IN A HORIZONTAL CURVE WITH A RADIUS LESS THAN 2500FT, LANE WIDTHS SHALL BE A MINIMUM OF 12FT WITH 2FT SHOULDERS.

IF THE MINIMUM DESIGN REQUIREMENTS OF THIS STANDARD DRAWING CANNOT BE MET, A WORK ZONE DESIGN DEVIATION MUST BE SUBMITTED TO AND APPROVED BY THE STATE WORK ZONE ENGINEER.

GENERAL NOTES

(A) THIS STANDARD CAN BE USED FOR THE CLOSURE OF AN INSIDE OR OUTSIDE LANE OF ANY MULTI-LANE DIVIDED HIGHWAY. FOR THE CLOSURE OF AN INTERIOR LANE, SEE STANDARD DRAWING NOS. T-WZ-13, TWZ-14, OR T-WZ-15 FOR DETAILS.

(B) MINIMUM TWO FEET (2') OFFSET BETWEEN TRAVEL LANE AND PORTABLE BARRIER IS REQUIRED. THE MAXIMUM POSSIBLE OFFSET BETWEEN TRAVEL LANE AND PORTABLE BARRIER MUST BE OBTAINED. A 2' MINIMUM OFFSET IS REQUIRED BETWEEN THE TRAVELLED LANE AND BRIDGE PARAPET, PORTABLE BARRIER RAIL, CONCRETE MEDIAN BARRIERS, ETC. 3' MINIMAL OFFSET IS REQUIRED BETWEEN THE WORK ZONE AND PORTABLE BARRIER RAIL IF RAIL IS UNPINNED.

(C) PORTABLE BARRIER RAIL WILL BE REQUIRED WHERE DROP OFFS EXCEED 18 INCHES. PORTABLE BARRIER RAIL MAY BE USED WHERE DROP OFFS EXCEED 6 INCHES. FOR MORE SPECIFIC INFORMATION SEE TDOT DROP-OFF POLICY.

(D) TAPER LENGTH SHOWN FOR THE PORTABLE BARRIER RAIL IS A MINIMUM. PORTABLE BARRIER RAIL SHOULD BE EXTENDED BEYOND THE CLEAR ZONE OR BE SHIELDED WITH A CRASH CUSHION WHEN IT IS NOT FEASIBLE TO EXTEND THE PORTABLE BARRIER RAIL. SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE DISTANCE.

(E) REFER TO THE QUALIFIED PRODUCT LIST FOR APPROVED BARRIER RAIL DELINEATORS. DELINEATORS SHOULD NOT BE MIXED IN THE SAME LINE. BARRIER RAIL DELINEATORS SHALL BE USED ON PORTABLE BARRIER RAIL.

(F) RAISED PAVEMENT MARKERS SHOULD NOT BE USED ON RIGHT EDGE LINE.

(G) A SECOND ARROW BOARD MAY BE USED WHEN GEOMETRIC CONDITIONS LIMIT THE VISIBILITY OF A LANE CLOSURE.

FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE
STANDARD DRAWING
DEPARTMENT OF TRANSPORTATION

ONE LANE CLOSURE DETAIL FOR DIVIDED HIGHWAYS
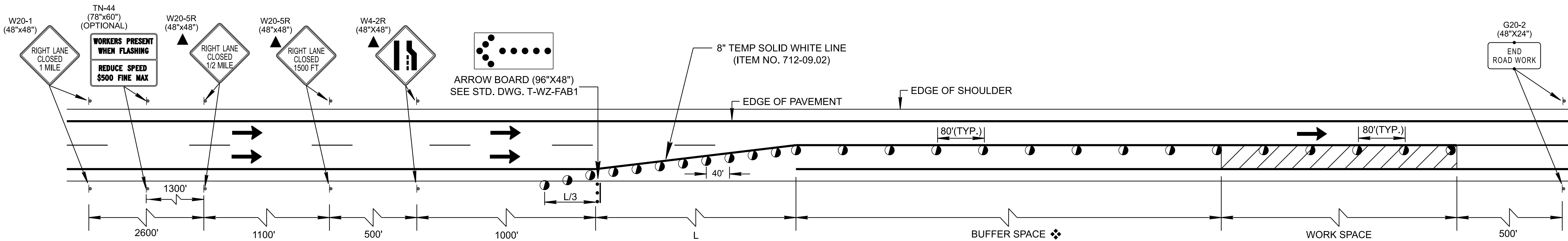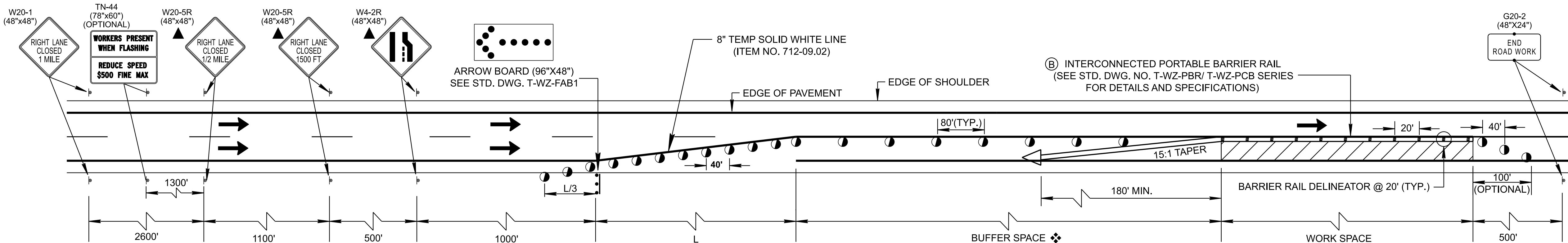
05-27-1998   T-WZ-11

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